

Listing of the Claims:

1. (Currently amended) An automatic driving position adjustment system for use in a vehicle ~~having at least first and second adjustable components each having one or more adjustment directions, wherein the one or more adjustment directions of the first component is adjustable by an operator,~~ comprising:

(a) a first adjustable component adjustable by an operator;

(b) a plurality of additional adjustable components each having a plurality of adjustment directions;

(c) a controller configured to receive vehicle signals and determine at least an interlocked state, wherein the vehicle cannot be moved, and a non-interlocked state, wherein the vehicle can be moved, from the vehicle signals;

~~(b)~~ (d) at least one movement-distance sensor that senses the distance that the first adjustable component moves in one or more a plurality of adjustment directions when adjusted by the operator and generates an output signal indicative of the distance, wherein the controller, when in the interlocked state, is responsive to the output signal of the at least one movement-distance sensor and configured to compute a distance that the second plurality of additional adjustable component is components are to move in the one or more plurality of adjustment directions on the basis of the distance moved by the first adjustable component, and wherein the controller, when in the non-interlocked state, is not responsive to the output signal of the at least one movement-distance sensor; and

~~(c)~~ (e) a motor that plurality of motors, each of which is actuated by the controller when in the interlocked state and is drivingly engaged to one of the second plurality of additional adjustable component components to move in the one or more plurality of adjustment directions of the second additional adjustable component the distance as computed by the controller.

2. (Currently amended) The automatic driving position adjustment system of Claim 1, wherein the first adjustable component is a driver's seat, and the ~~second additional adjustable component is~~ components are selected from the group consisting of: a steering wheel,

door mirror, interior mirror and pedal.

3. (Currently amended) The automatic driving position adjustment system of Claim 1, wherein the controller is further configured to compute the distance by multiplying a prescribed coefficient ~~based on a human of average physical size~~ by the distance that the first adjustable component has moved.

4. (Canceled).

5. (Previously presented) The automatic driving position adjustment system of Claim 1, wherein the interlocked state occurs when one or more of the vehicle speed is zero, the position of the shift lever is in park, the position of the shift lever is neutral, and the parking brake is on.

6. (Currently amended) The automatic driving position adjustment system of Claim 1, wherein the first adjustable component is a first mirror surface that moves through a range of angular positions when adjusted by an operator; and the ~~second~~ additional adjustable ~~component is~~ components include at least a second mirror surface that is adjustable through a range of angular positions; wherein the movement-distance sensor output is indicative of the change in the angular position of the first mirror surface.

7. (Currently amended) A vehicle, comprising:

- (a) a first adjustable component;
- (b) a first motor adapted to move the first adjustable component in response to an operator-actuated signal;
- (c) a movement-distance sensor operatively coupled to the first motor and adapted to output a signal representative of the distance that the first motor moves the first adjustable component in response to the operator-actuated signal;

(d) a ~~second~~ plurality of additional adjustable ~~component~~ components, each having a plurality of adjustment directions;

(e) a controller configured to determine at least an interlocked state wherein the vehicle is stopped and a non-interlocked state wherein the vehicle is moving and to be responsive to the output signal of the movement-distance sensor when in the interlocked state, the controller configured to compute a distance that the ~~second~~ plurality of additional adjustable ~~component is~~ components are to move on the basis of the distance moved by the first adjustable component; and

(f) a ~~second-motor~~ plurality of additional motors actuated by the controller when in the interlocked state and each drivingly engaged to one of the second plurality of additional adjustable ~~component~~ components to move the ~~second~~ additional adjustable ~~component~~ components the distance as computed by the controller.

8. (Currently amended) The vehicle of Claim 7, wherein the first adjustable component is a driver's seat, and the ~~second~~ plurality of additional adjustable ~~component is~~ components are selected from the group consisting of: a steering wheel, door mirror, interior mirror, and pedal.

9. (Currently amended) The vehicle of Claim 7 wherein the controller is further configured to compute the distance by multiplying a prescribed coefficient ~~based on a human of average physical size~~ by the distance that the first adjustable component has moved.

10. (Canceled).

11. (Previously presented) The vehicle of Claim 7, wherein the interlocked state occurs when one or more of vehicle speed is zero, the position of the shift lever is in park, the position of the shift lever is neutral, and the parking brake is on.

12. (Original) The vehicle of Claim 7 wherein the first adjustable component is a first mirror surface; wherein the first motor rotates the first mirror through an angular distance; and wherein the movement-distance sensor output is indicative of the angular distance.

13. (Currently amended) An automatic driving position adjustment system for use in a vehicle ~~having at least first and second adjustable components, wherein the first component relates to the attitude of the driver and is movable by the driver during a series of adjustment cycles,~~ comprising:

(a) a first adjustable component wherein the first component relates to the attitude of a driver and is movable by the driver during a series of adjustment cycles;

(b) a plurality of additional adjustable components each having a plurality of adjustment directions;

(c) movement-distance detecting means for detecting the distance that the first adjustable component has moved from its position during the previous adjustment cycle to its position in the current adjustment cycle;

(b) (d) control means for determining an interlocked state wherein the vehicle is not moving and a non-interlocked state wherein the vehicle is moving and, when in the interlocked state, computing the distance that the second plurality of additional adjustable component is components are to move on the basis of the distance moved by the first adjustable component as detected by the movement distance detecting means; and

(e) (e) drive means for moving the second plurality of additional adjustable component components by the distance as computed by the control means.

14. (Currently amended) The automatic driving position adjustment system of Claim 13, wherein the first adjustable component is a driver's seat, and the ~~second~~ additional adjustable component is components are selected from the group consisting of: a steering wheel, door mirror, interior mirror, and pedal.

15. (Currently amended) The automatic driving position adjustment system of Claim 13, wherein the control means computes the distance by multiplying a prescribed coefficient ~~based on a human of average physical size~~ by the distance moved by the first adjustable component as detected by the movement distance detecting means.

16. (Canceled).

17. (Previously presented) The automatic driving position adjustment system of Claim 13, wherein the interlocked state is selected when one or more of vehicle speed is zero, the position of the shift lever is in park, the position of the shift lever is in neutral, and the parking brake is on.

18. (Currently amended) The automatic driving position adjustment system of Claim 13, wherein the first adjustable component is a first mirror surface adjustable about an angle and one of the second additional adjustable component components is a second mirror surface, wherein the movement-distance detecting means detects the angle that the first mirror is rotated.

19. (Currently amended) A method for use in a vehicle to automatically adjust the position of a ~~second plurality of additional adjustable component components~~ in a plurality of adjustment directions in response to the operator-actuated adjustment of a first adjustable component, comprising:

- (a) detecting the distance of operator-actuated adjustment of the first adjustable component;
- (b) determining an interlocked state wherein the vehicle is not moving or a non-interlocked state wherein the vehicle is moving;
- (c) when the interlocked state is determined, computing the distance of adjustment that the ~~second plurality of additional adjustable component~~ components are to

undergo on the basis of the detected amount of adjustment of the first adjustable component; and

(d) moving the ~~second~~ additional adjustable ~~component~~ components by the distance of adjustment.

20. (Original) The method of claim 19, wherein the first adjustable component is a driver's seat, and the detected distance of adjustment is measured as distance traveled by the seat.

21. (Original) The method of claim 19, wherein the first adjustable component is a mirror surface that is adjustable by rotation, and the detected distance of adjustment is measured as an angle through which the mirror is rotated.

22. (Currently Amended) The method of claim 19, wherein the ~~second~~ additional adjustable ~~component~~ is components are selected from the group consisting of: a steering wheel, door mirror, interior mirror, and pedal.

23. (Currently amended) The method of Claim 19, wherein the step of computing the distance of adjustment further comprises multiplying a prescribed coefficient ~~based on a human of average physical size~~ by the detected distance of adjustment of the first adjustable component.

24. (Canceled).

25. (Previously presented) The method of claim 19, wherein the interlocked state is determined when one or more the vehicle speed is zero, the position of the shift lever is in park, the position of the shift lever is in neutral, and the parking brake is functional.